

AMG



THE AMG MERCEDES



Committed to Tradition

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United under one star. Mercedes and AMG

It is one of the fundamental principles of Mercedes to add a personal touch to every new model. And it goes without saying that every new Mercedes raises the international standards of traditional values to a higher plane. Progress means more motoring refinement and safety, more reliability and durability. Following the same philosophy, AMG devote themselves to the task of building highly personalised cars for particularly demanding Mercedes customers. At AMG, very special Mercedes cars are built in small numbers, cars which give extra pleasure to the motoring enthusiast. Because, due to their engineering integrity, these models always remain genuine Mercedes cars, they are protected by the original Mercedes-Benz warranty. Without any if's or but's they are therefore the perfect alternative to a Mercedes.

Yours Mercedes-Benz AG



Committed to tradition. A backward glance at an impressive beginning

In 1971 AMG built their first touring car for racing. It remains the biggest and most powerful to date; the Mercedes 300 SEL had an AMG engine with a 6.8 litre displacement and an output of 315 kW (428 hp). And this, the fastest saloon in



In 1971, AMG made their debut in motor sport history when Hans Heyer and Clemens Schickentanz finished in second place in the 24-hour race in Spa-Francorchamps.

the world, finished in second place in the 24-hour race in Spa-Francorchamps, Belgium, thus fulfilling the hopes that had been pinned on it. Four years after the founding of AMG in 1967, Hans Werner Aufrecht had created a solid

foundation for a motor sport tradition under the three-pointed star. The small racing car workshop of the early years has in time, and with the German Touring Car Championship, transformed itself into a high-technology company. Here, scientific methods are applied to probe and identify the limits of performance and durability. Winning the German Touring Car Championship in



1992 has not been the only reward for this demanding work. Racing, as time-lapse photography of development, also yields important findings for the improvement of every-day cars. This involves the stresses standard production engines are able to withstand under racing conditions, the behaviour of an anti-lock braking system under extreme deceleration and the way new materials react to the stresses in which they are subjected on the circuit. Today, two partners



Now Mercedes-Benz presents the C36 AMG, a high-performance version of the C-class, with a displacement of 3.6 litres and an output of 206 kW (280 hp).

benefit from this source of knowledge,

Mercedes and AMG, because, in 1990, AMG boss Hans Werner Aufrecht and Mercedes-Benz board member Jürgen Hubbert signed a contract of co-operation, which linked the two great names.



*The C 36 AMG, the refined,
sporty C-class car*

*Unobtrusive demonstration of fascinating
superiority; the C 36 from AMG*

You will definitely feel the results of the racing experience

After almost 100 years in motor racing, Mercedes-Benz know what a superior car needs.

An engine which derives its power from a large displacement. Brakes that are better than you would think the laws of physics would allow. A transmission which changes gear better than any driver, and a suspension which has ample safety-reserves.

The engine in the C 36 AMG meets the demand for a high-displacement source of power with 3.6 litres and a larger cylinder volume than that of any Formula 1 machine. From this large volume, the six-cylinder unit quietly develops an output of 206 kW (280 hp) at 5750/min. And the accelerating power, from a torque of 385 Nm, is on tap at an engine speed as low as 4000/min. The powerful engine does not just ensure road performance of breathtaking superiority, but also sets to work in the best Mercedes style, mechanically refined, with a pleasant note and with economy.

A sign of good sound



Two chromed pipes mark the exterior appearance of the C 36 AMG's exhaust system. Two ceramic catalytic converters clean the exhaust gases of the powerful engine. A very special rear silencer produces the car's well-tuned, sporty sound.

Braking with great force

For the brakes, the AMG engineers made a simple choice: they took the best. The front discs and calipers of the C 36 are the same as those in the large twelve-cylinder model, and at the rear it has the same braking system as the Mercedes E 420. In tuning the suspension, the engineers could not go about it in quite the same uncompromising way. The demand for quality made by sporty Mercedes drivers did not only require safe handling in terms of taut damping, but also a smooth, comfortable ride, in order to arrive at their destination both quickly and relaxed.



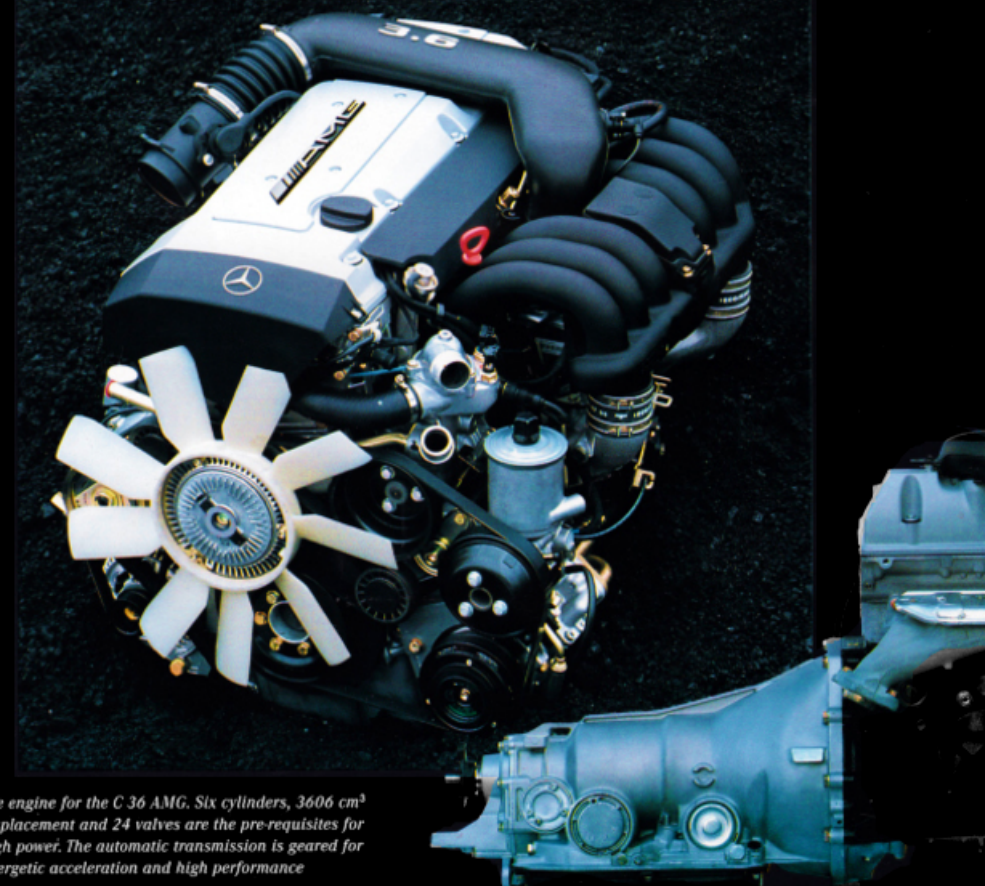
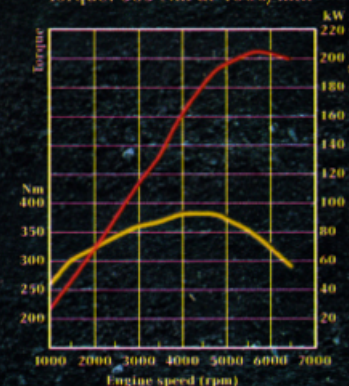
Automatically better driving

The power of the top-of-the-range six-cylinder Mercedes is transmitted in the C 36 AMG through four-speed automatic transmission. By intensive development orientated to the car's performance, this transmission has been matched to its sporty tasks in the C 36.



The suspension. Cast light-alloy wheels, 7.5 J x 17 with 225/45 ZR 17 tyres at the front, 8.5 J x 17 with 245/40 ZR 17 tyres at the rear. Shock absorbers and springs - all perfectly tuned to set the standards for handling safety.

Output: 206 kW (280 hp) at 5750/min
Torque: 385 Nm at 4000/min



The engine for the C 36 AMG. Six cylinders, 3606 cm³ displacement and 24 valves are the pre-requisites for high power. The automatic transmission is geared for energetic acceleration and high performance.

The AMG design for the C-class.
A distinctive identity through discreet highlights



The shape of the Mercedes C-class conveys the message of dynamic quality and high efficiency to perfection. To give such an expressive car an individualistic profile has been a very demanding task for AMG - and a harmonised shape, in keeping with the style of Mercedes-Benz, has been found.

The styling features, which make the C 36 AMG into a very special car, are also available for all other Mercedes C-class models. The front apron, side-skirts and rear apron are all available as optional extras, and also of course the functional alloy wheels.

The unmistakable hallmark of the C-class,
the elegance of a sporty design



A clean line

A distinguished appearance is one aspect of a compact saloon. The other is maximum aerodynamic efficiency, which has to be achieved without any dramatic changes to the bodywork and without any fancy cosmetic decoration. The deep front apron increases the supply of cooling air to the engine and brakes, the side-skirts reduce vortices in the side areas, and the rear apron rounds off the aerodynamic qualities.

A wheel as marque emblem

The new cast wheel represents a design philosophy which calls for greater effectiveness than ever before. It is elegant, light, strong and optimally ventilated for brake cooling. It is included, ex-factory, in the Mercedes-Benz sports suspension system.



Sports wheels of an impressive size.
17 inch wheels, with 225/45 ZR 17 tyres

The alternatives

The tradition of building individualistic cars commits us to respecting the most varying customer wishes. To sporty drivers we recommend the 17 inch wheels, for the more comfort-orientated we have the AMG 15 inch wheels and a tyre size with noticeably smoother rolling characteristics.



The AMG 15 inch wheel, for
205/60 R 15 V tyres

The AMG design emphasises the elegance of the C-class, making it look longer and closer to the road

The new line from Mercedes.
The Executive Class from AMG



The Mercedes mid-series is now called the E-class and the new name is accompanied by a fresher appearance. AMG have succeeded in giving the latest generation of the most successful Mercedes an even more individualistic appeal. And AMG's styling package looks particularly good on the saloon and T-series models in their smart monochrome colours.





The elegant Mercedes cabriolet acquires a sporting profile with its AMG wheels and the styling package, all in bodywork colour

The Mercedes E-class coupé acquires a distinctive identity with modifications to the front, sides and rear



For the E-class cabriolet, coupé and T-series models, the refined power of a six-cylinder engine with 3.6 litre displacement and an output of 195 kW (265 hp) is available from AMG

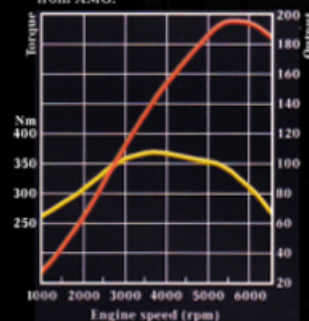
A made-to-measure Mercedes

Made-to-measure, individualistic styling looks particularly good on a car that is as successful as the Mercedes mid-series. We fulfil the customer's wish for a very personalised Mercedes with the E 36 AMG which can be ordered with the 3.6-litre six-cylinder engine as a cabriolet, coupé or T-series model. For all E-class models, there is a wide choice of AMG light-alloy wheels and suspension settings for sporty handling.

Power derived from displacement.

The 3.6 litre engine

The latest generation of Mercedes six-cylinder engines, a completely new design with four valves per cylinder, serves as a basis. The unit with the largest displacement in this series is the 3.6 litre version from AMG.



The torque curve for this engine proves the point. The output of 195 kW at 5500/min is equivalent to 265 hp and the torque reaches a proud maximum of 365 Nm at just 3750/min.

A unified entity, the cast wheel



The design of the 7.5 J x 17 light-alloy wheel is extremely functional. Its large diameter creates space for a more powerful braking system.

Totally integrated, the composite wheels



The fascination of fine technology distinguishes the 17 inch wheels, an optional extra for all E-class models.

Superlative road-holding.

The AMG suspension

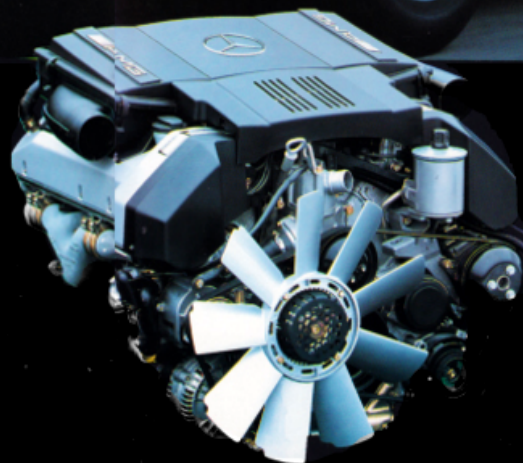
Upon special request, made-to-measure work is performed by AMG in the tuning of the suspension. Firmer springs and shock absorbers enhance the car's sporting talent.



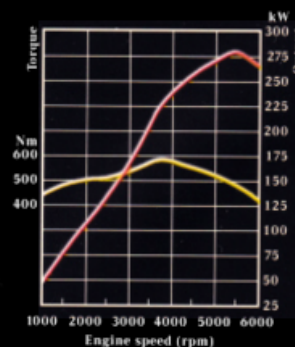
Dream cars are allowed to be
inconspicuous - if they have enough power



An E 60 AMG is not always recognisable at first glance. And that is exactly the point. But the driver will undoubtedly recognise it at the first touch on the accelerator. This Mercedes reacts with the finest kind of power. That, too, was our intention when we created an eight-cylinder engine with a six-litre displacement.



The torque curve confirms the six-litre, eight-cylinder engine of the E 60 AMG as an extremely powerful piece of machinery. The bare facts, maximum output 280 kW (381 hp) at 5500/min, maximum torque 580 Nm at 3750/min. Its real strength is that between 1750/min and 5400/min, the torque is over the dream mark of 500 Nm.





The distinguished aura of the top-class Mercedes is emphasised by AMG with sporty attributes, giving the S-class a more individualistic, further-refined appeal

AMG highlights for the S-class. Front apron, side-skirts and rear apron; sports suspension, which brings the Mercedes closer to the ground, and 18 inch composite wheels

For more than 100 years Mercedes-Benz engineers have been demonstrating technical perfection in automotive engineering by means of very special models.

A sporty way to show success



The latest Mercedes S-class coupé is one of them. It sets the standards of our time for performance and pleasurable driving, comfort and exclusivity. AMG styling adds sporty highlights to the thoroughbred elegance of this fine Mercedes. Just a few detail features can transform the distinguished coupé into a car of powerful individuality.

In a fine, sporty way



Designed with sensitivity

The original design of the top models had to meet particularly high demands. The AMG designers were therefore called upon to modify the car extremely carefully and to add a sporty touch, without affecting the elegant lines of the S-class sedans and coupés. This demand is fulfilled by the AMG bodywork, which is deliberately restrained. Front apron, side skirts and rear apron discreetly emphasise the lines of the car. The plastic components are in perfect harmony with the chrome paintwork, a classical element of AMG's style.

The best of wheels

Composite wheels with a long racing tradition give the S-class, in particular, an elegantly sporty flair and a dynamic appeal. Due to their sophisticated, sealed construction using high-strength bolts, their stability is every bit as good as that of cast wheels.



The 18 inch composite sports wheels with 255/45 ZR 18 tyres

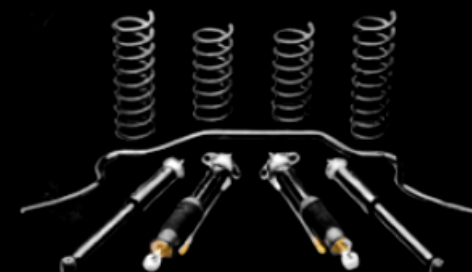


The new wheel design from AMG, 18 inch cast wheel

The AMG cast wheel complements the unobtrusively elegant styling concept in a logically functional manner. For the S-class sedans and coupés we produce it with a diameter of 18 inches. Onto the 8 1/2 inch wide wheels we mount 255/45 ZR 18 tyres which have proved themselves in severe testing.

The springs in short

AMG suspension, with matched springs, enhances the elegance of sportiness as it brings the car closer to the ground. With AMG, this naturally includes a set of perfectly matched shock absorbers.





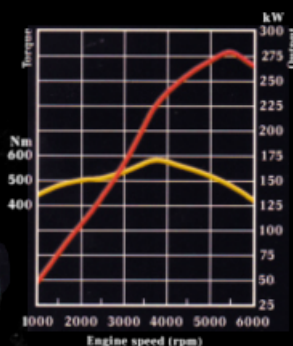
The sports car has been newly defined by Mercedes. The latest SL is not only a coupé and convertible in one; it is equally at ease when cruising in all comfort as when exploiting its potential

We have given the Mercedes SL our best, namely a generous dose of sportiness. The bodywork parts and wheels give the convertible a more powerful, more dynamic appeal

The strongest argument - torque

The fact that the most powerful AMG version of the Mercedes SL makes do with eight cylinders has nothing to do with modesty. The engine has everything it takes to make it genuinely powerful, a displacement of six litres and a very high maximum torque.

A high-performance engine can express itself by its sound. For powerful sports cars there is no more distinct acoustic signal than the modulated murmur of a V8 engine. AMG have been cultivating this sound for 25 years and in any case, we prefer large cylinders, which provide plenty of torque. We are particularly proud of the results - 580 Nm from 5956 cm³ - in the SL 60 AMG. Its power output, 280 kW (381 hp), is anything but a modest by-product.



In the SL 60 AMG the eight-cylinder boasts a torque of 580 Nm

You can take this personally

The Mercedes SL has a distinctive personality. It is this personality that arouses the desire to enhance even further its strength of character. AMG transform the comfortable convertible into a fascinating sports car.

Convertible in good shape

The AMG bodywork parts give the Mercedes SL a dynamic profile. The characteristics of a comfortable car for long journeys recede slightly to allow the sporty characteristics to come to the fore.

Wide tyres

The AMG suspension for the Mercedes SL incorporates some of the ambition that has made us successful in the German Touring Car Championship. We therefore put the two-seater on to large wheels with wide tyres. The front wheel rims are 8½ inches wide, those at the rear 10 inches. There is a choice of tried and tested tyres of different makes, in sizes 235/45 ZR 17 and 255/40 ZR 17. The suspension of our sporty Mercedes SL is characterised by firmer springs and shock absorbers. A small sacrifice in comfort is compensated by greater safety and motoring pleasure in every corner.



Firm they have to be, the springs and shock absorbers of the SL 60 AMG

The Mercedes SL's sports car flair is enhanced by bolted, composite wheels from AMG

The suspension-wheel combination

On the engineering side, too, harmony is created by the balanced integration of all the features. In the suspension, this harmony is the basis for maximum safety. An inherent feature of all Mercedes cars and it should not, therefore, be any different in an individualised Mercedes. Perfect interaction of all the elements of AMG's suspension and wheels has been achieved by intensive testing to ensure that the wheels, tyres, shock absorbers, springs and anti-roll bars are optimally matched to each other, forming a sporty, yet perfectly tuned, package.



The cast wheel

The design of the wheels is uncompromisingly orientated towards their function. The persuasive power of emphatically unobtrusive styling emphasises the distinguished

appearance of all Mercedes cars. Wide tyres give the elegant light-alloy wheels the best dynamic driving qualities - unflustered road holding and superior lateral stability.

The composite wheels

Classic elements from racing car design have been adopted for AMG's composite wheels, which are available in two stylish versions. High-strength bolts hold the forged parts of the wheels together. These refined high-tech wheels emphasise the sporty characteristics of a Mercedes, enhancing both its energetic looks and active handling qualities.



AMG have suspension kits available for all Mercedes models from current production. Every Mercedes-Benz dealer can both supply and fit the springs and shock absorbers

Wheels from AMG are not only optionally available for your new Mercedes, but also form part of the range of accessories for everyone who has stayed young enough to wear something sporty.

C-CLASS**Cast 15 inch**

including MB sports suspension

RIMS: 7 J x 15 ET 37

TYRES: 205/60 R15 V

E-CLASS**Cast 17 inch (except E 500)**

including MB or AMG sports suspension

RIMS: 7.5 J x 17 ET 42

TYRES: 225/45 ZR 17

Composite (A) 17 inch (except E 500)

including AMG sports suspension

RIMS: 8.5 J x 17 ET 30

TYRES: 235/45 ZR 17

S-CLASS**Cast 18 inch**

with standard or AMG sports suspension

RIMS: 8.5 J x 18 ET 47

TYRES: 255/45 ZR 18

SL-CLASS**Composite (A) 17 inch**

with standard or AMG sports suspension

RIMS: 8.5 J x 17 ET 18 front

10 J x 17 ET 17 rear

TYRES: 235/45 ZR 17 front

255/40 ZR 17 rear

Cast 17 inch

including MB sports suspension

RIMS: 7.5 J x 17 ET 35

TYRES: 225/45 ZR 17

Composite (B) 17 inch (except E 500)

including MB sports suspension

RIMS: 7.5 J x 17 ET 42

TYRES: 225/45 ZR 17

Composite (A) 17 inch

(only E 500 and E 60 AMG)

with standard or AMG sports suspension

RIMS: 8.5 J x 17 ET 30

TYRES: 245/45 ZR 17

Composite (B) 18 inch

with standard or AMG sports suspension

RIMS: 8.5 J x 18 ET 44

TYRES: 255/45 ZR 18

*Composite wheel (A)
Classic version, modelled
on racing car designs*

*Composite wheel (B)
New design for optimum
brake ventilation*

*Cast wheel
Cast construction in an
elegantly sporty design*



You don't have to go far to find AMG. Just look in at your Mercedes dealer

The manufacturing of individualistic cars and successful models for touring car racing is one side of our activities. But we have more to offer than that. AMG accessories are available for every Mercedes from your Mercedes-Benz dealer. Of course, all parts conform to the strictest quality standards of Mercedes-Benz, and the warranty covering the cars is fully maintained.

Inner values

It is with particular pleasure that we enhance the elegance of your Mercedes' interior. The AMG accessory range starts with door sill covers made of non-corroding stainless steel. The Mercedes staff in the accessories sales department will be pleased to advise you on any further features and appointments for the interior of your car.

**A shining finish**

With two chrome-covered tail pipes the AMG exhaust doesn't just look good, it also gives a special sound; it is deeper and fuller. Good sound does not have to be loud. A general operating permit confirms that the rear silencer complies with all European regulations.



Advice, sales and installation at your Mercedes-Benz dealer

The illustrations also contain optional extras which are not included in the standard specifications.

The manufacturers reserve the right to make changes to design and specifications. Correct at time of going to press: 30.06.93.

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